

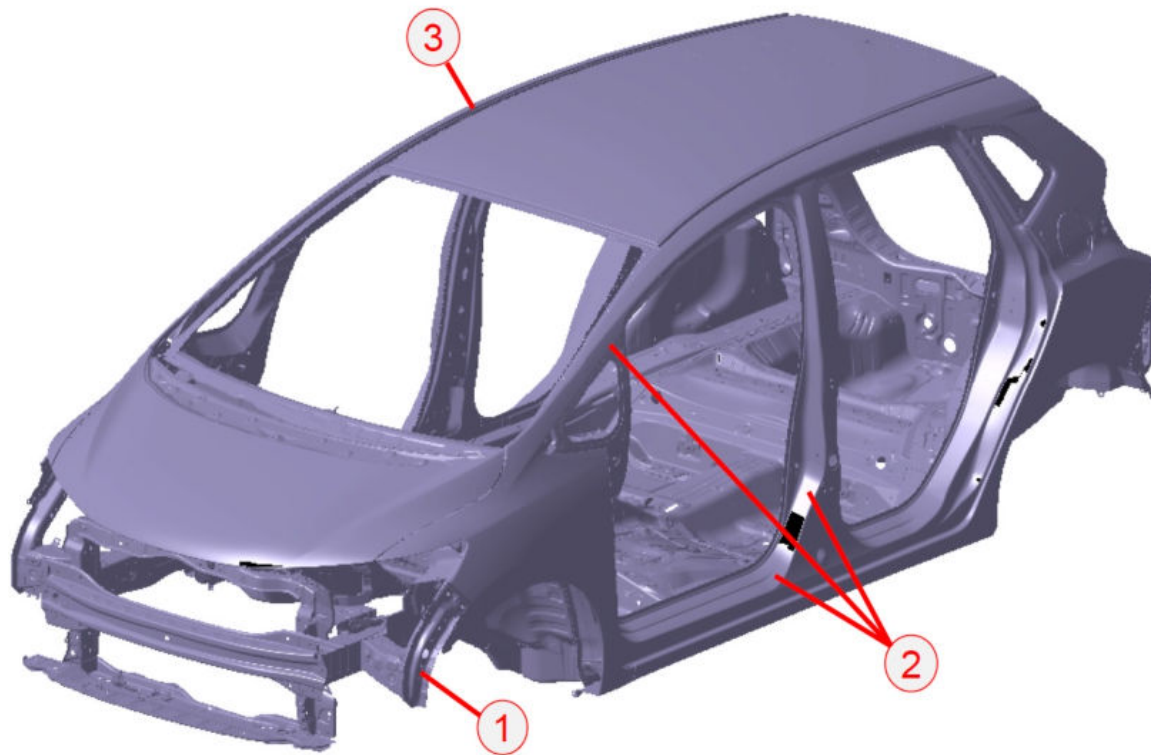
## 2015 Fit Series: Body Repair Information

### APPLIES TO

2015 Fit Model Series

**DISCLAIMER** : This publication contains a summary of body and vehicle technology that may affect collision and other body repairs. Always refer to the appropriate service information and body repair manual (BRM) for complete repair information. A subscription may be purchased at [techinfo.honda.com](http://techinfo.honda.com).

### OVERVIEW OF BODY FEATURES

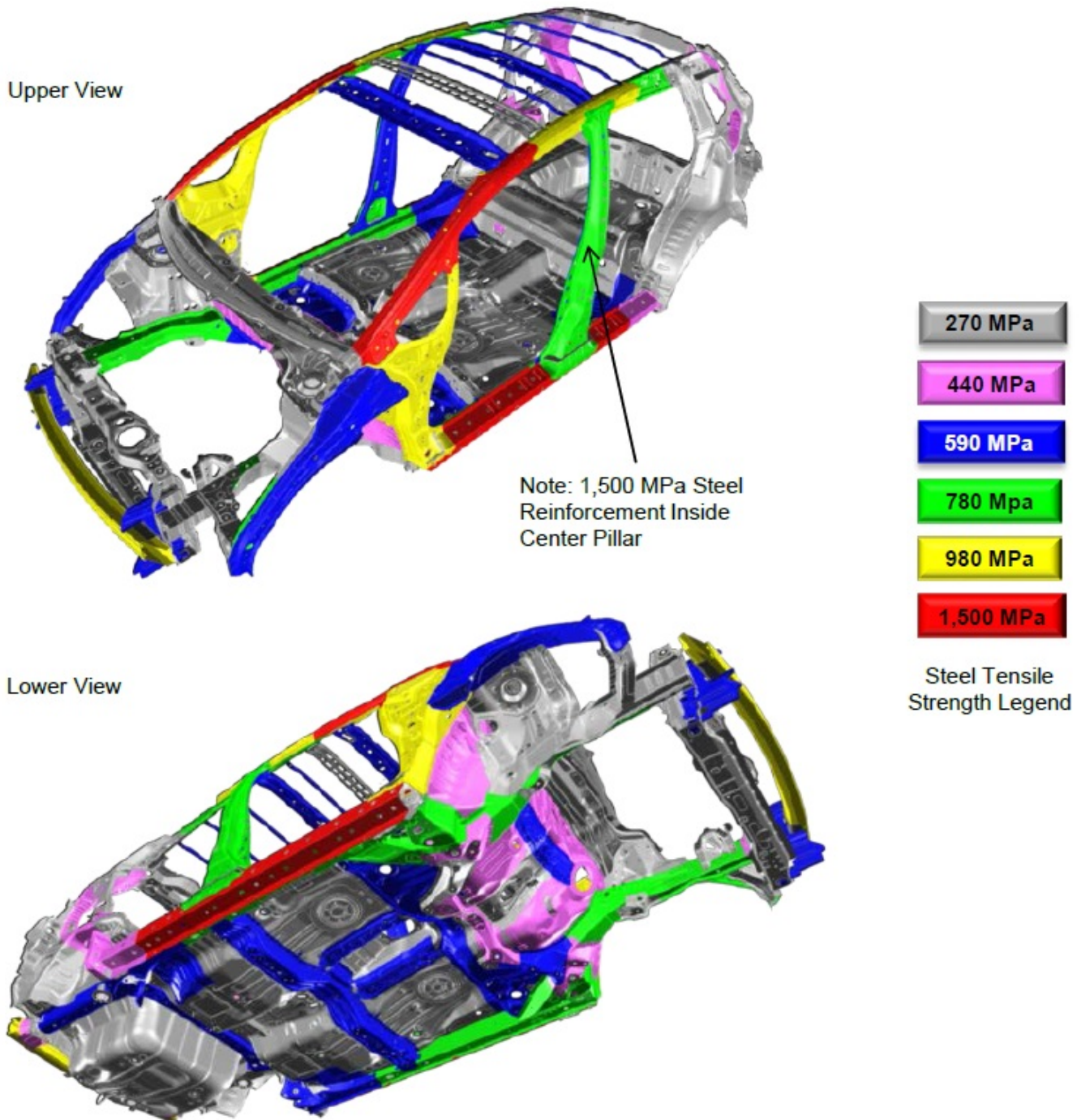


1. Next-Generation Advanced Compatibility Engineering™ (ACE™) body structure
2. Platform (underbody and chassis) weight reduced by **57 pounds** due to the extensive use of high-tensile-strength steel (HSS) and ultra-high-tensile-strength steel (UHSS), including **27%** in grades **780, 980** and **1,500 MPa**
3. 4-plate spot welding (11 each side) in roof panel attachment area

## BODY TECHNOLOGY

### BODY CONSTRUCTION AND HIGH-STRENGTH STEEL CONTENT

- Steel parts are color coded based on their tensile strength in megapascals (MPa).
- High-strength steel (HSS) is defined as any steel with a tensile strength of **340 MPa** or higher.
- Steel repair and welding procedures vary depending on the tensile strength of the parts involved.



#### NOTE

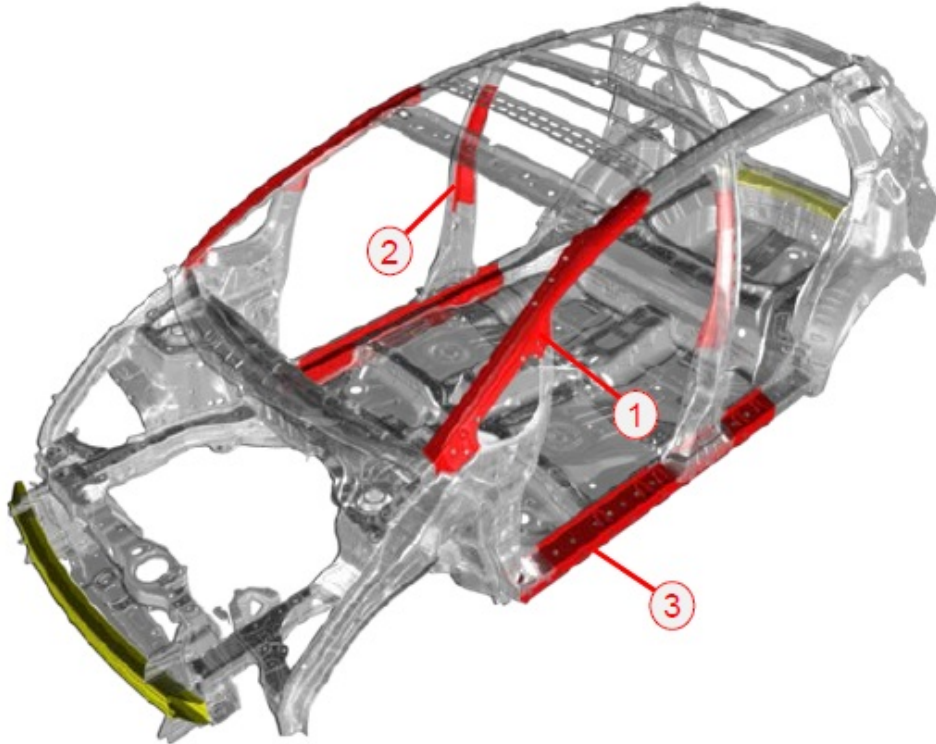
These illustrations are for general reference only. Some body parts are constructed from multiple layers of different tensile strength steels. Always refer to the body repair manual body construction section for specific steel tensile strength information.

## 1,500 MPa (HOT STAMP) STEEL LOCATIONS

1,500 MPa steel is stronger than ordinary steel, so it can help protect vehicle occupants while reducing overall vehicle weight to improve fuel efficiency.

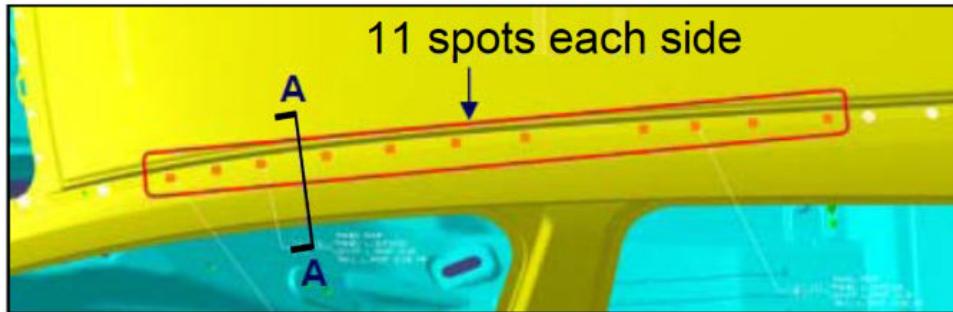
The following numbered parts are constructed of 1,500 MPa steel:

1. Front Pillar Upper Stiffener
2. Center Pillar Upper Stiffener
3. Side Sill Stiffener

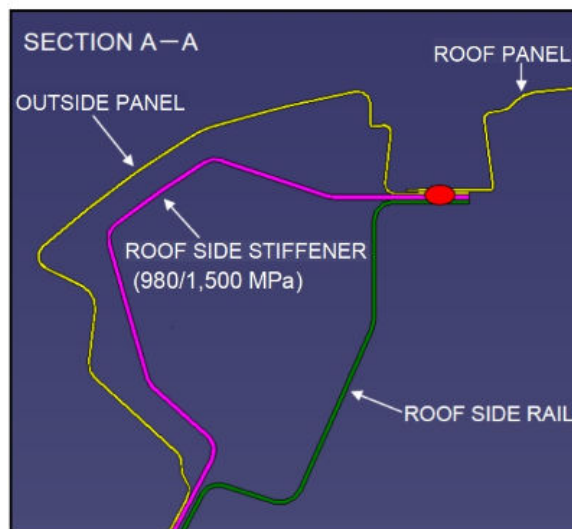


#### 4-PLATE SPOT-WELDED PANEL ATTACHMENT

The body of this vehicle is assembled using new technology that welds the entire inner framework before the pre-welded outer body panels are attached. This creates a unique 4-plate spot weld at the roof panel side flanges.



Roof Panel 4-Plate Spot Weld Area

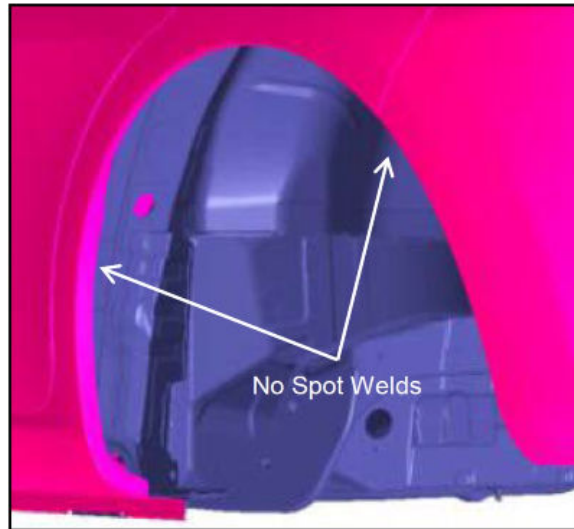


Roof Panel Section A - A

- Squeeze-type resistance spot welding (STRSW) is the required repair method because one of the four plates is constructed of **980** and **1,500 MPa steel** (depending on location).
- Any squeeze-type resistance spot welder meeting the specifications published in the body repair manual can make this 4-plate spot weld.
- Refer to the Roof Panel Removal and Installation section in the body repair manual for complete information.

## REAR WHEEL ARCH FLANGE - NO SPOT WELDS

The rear wheel arch flange uses a narrower design that eliminates spot welds to improve appearance.



Rear Wheel Arch Area

- The flange is attached and sealed using adhesive (3M AUTO MIX Panel Bonding 8115, or equivalent).
- Refer to the Rear Side Outer Panel Removal and Installation section in the body repair manual for complete information.



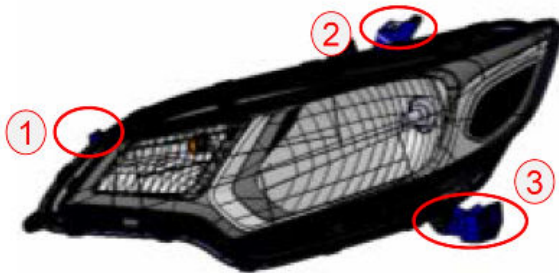
## REPLACEABLE HEADLIGHT BRACKETS

If any of the headlight assembly attachment brackets are broken, service replacement brackets are available as service parts. A broken headlight assembly can be repaired using service brackets provided it meets the following criteria:

- There is no damage to the headlight assembly.
- The headlight lens remains sealed to the headlight housing.

These service brackets are available:

1. Upper front bracket
2. Upper rear bracket
3. Lower bracket



Service Headlight Brackets

Refer to the Headlight Bracket Replacement in the body repair manual for complete information.